

Presentation to the  
**GREATER ELKRIDGE COMMUNITY ASSOCIATION**

March 24, 2011



***Maryland Department of Transportation***

**TONIGHT'S PRESENTERS**

**Leif Dormsjo**

Chief of Staff  
Maryland Department of Transportation

**Chris Durden**

Director of Terminal Development  
CSX Intermodal Terminals, Inc.

**Chris Patusky**

Director of Real Estate  
Maryland Department of Transportation

**Bradley Smith**

Project Manager  
Maryland Department of Transportation



## PRESENTATION OVERVIEW

- National Gateway
- Intermodal Facility
- National Environmental Policy Act (NEPA)
- Next Steps
- Other Updates

## What is the National Gateway?

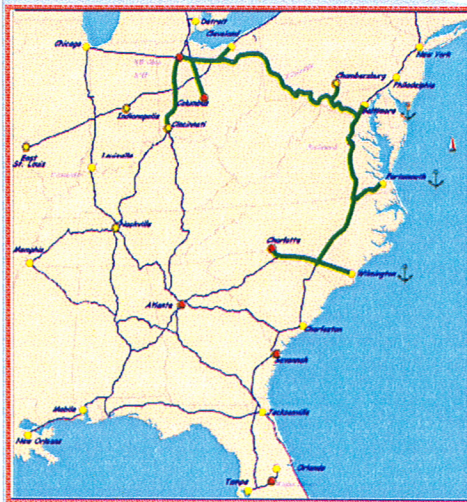
- A public-private partnership between CSX railroad and the States of Ohio, Pennsylvania, West Virginia, Maryland, Virginia, and North Carolina and the District of Columbia
- The purpose of the project is to achieve a minimum of 21 feet of vertical clearance along CSX's rail corridor
- Allows operation of double-stacked trains
- Improves efficiency and expands capacity for the transportation network
  - Trains can move one ton of freight nearly 500 miles on a single gallon of fuel
  - One train can carry the load of 280 trucks



## Double-Stacked Trains



## National Gateway Network



Double-stack clearance for:

- I-95 Corridor between NC and Central MD via Washington, DC
- I-70/I-76 Corridor between Washington, DC and Northwest Ohio via Pittsburgh, PA
- I-40 Carolina Corridor between Wilmington and Charlotte



## The National Gateway and Maryland



- Enhances Maryland's market access potential;
- Positions the Port of Baltimore to be more competitive in the global economy;
- Reduces highway congestion;
- Reduces costs for road maintenance and logistics;
- Reduces emissions and helps improve air quality.

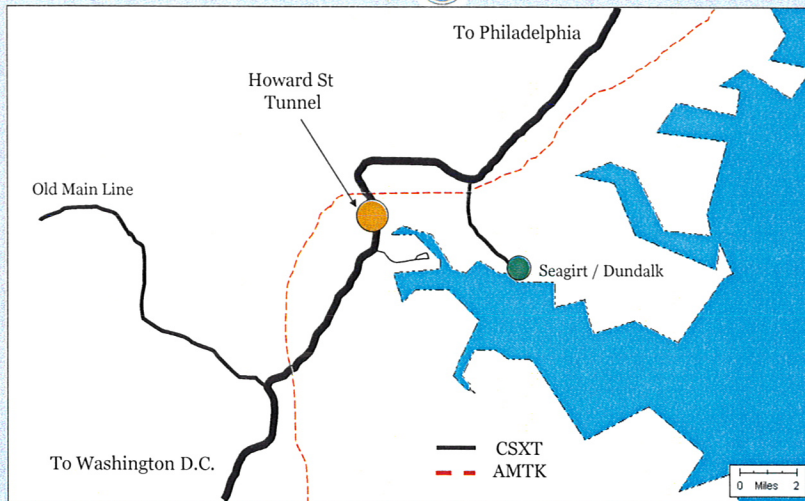
## Current National Gateway Status



- In February 2010, the National Gateway was awarded \$98 million in TIGER (stimulus) funds for Phase I clearances from Northwest Ohio through WV and MD to Chambersburg, PA;
  - Construction will begin later this year
- Additional federal funding will be sought to complete Phase II: additional MD and WV clearances and the Virginia Avenue tunnel in Washington, DC.
- Concerted effort will be necessary to secure the balance of federal funds.



## CSX Intermodal Network in Baltimore Area



## INTERMODAL FACILITY





## Maryland Needs an Intermodal Facility

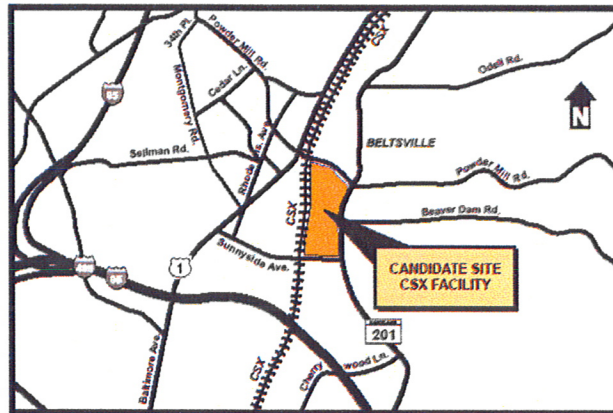
- Without an Intermodal Facility, Maryland cannot access the double-stack network .
  - This makes Maryland's businesses less competitive
  - The Port of Baltimore becomes less competitive
- What does this mean?
  - A weaker economy
  - Fewer jobs for our citizens

## The Site Selection Process

- The National Environmental Policy Act governs the process
  - MDOT is the State sponsor for the project
- With guidance from the Federal Railroad Administration, CSX and MDOT created functional criteria used to identify four candidate sites for the Intermodal Facility:
  - Beltsville
  - Hanover
  - Jessup
  - Montevideo

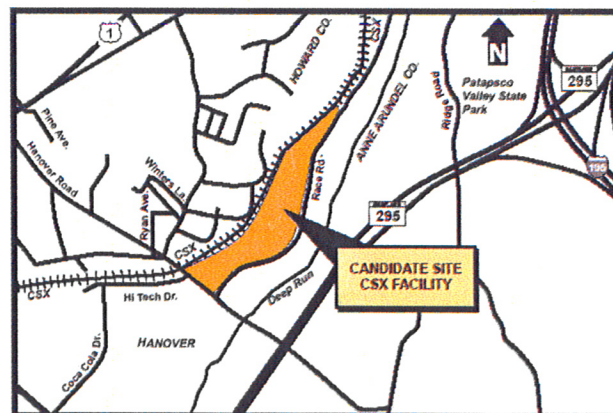


## Beltsville Site



Beltsville Site - Prince George's County

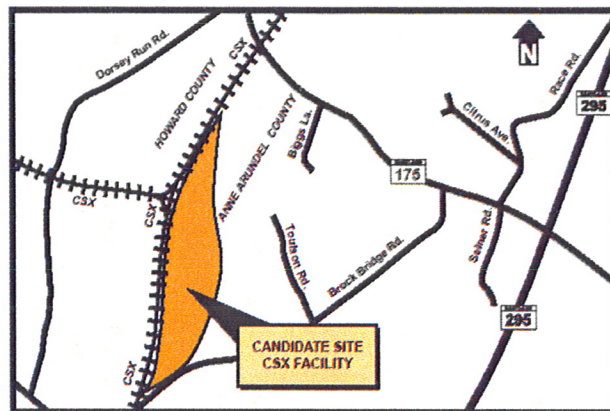
## Hanover Site



Hanover Site - Howard County

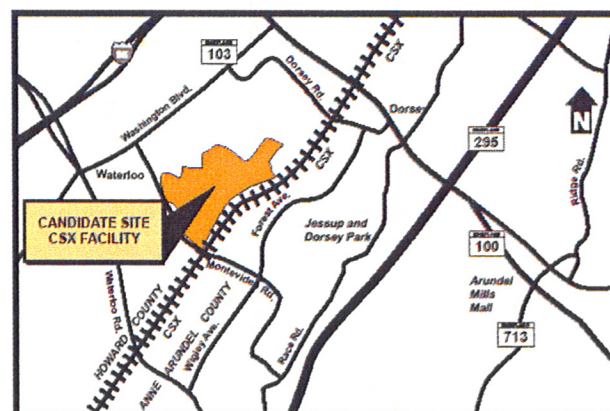


## Jessup Site



Jessup Site - Anne Arundel County

## Montevideo Site



Montevideo Site - Howard County



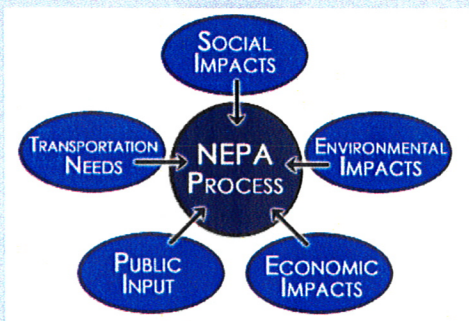
# NATIONAL ENVIRONMENTAL POLICY ACT

## ---NEPA---

**NEPA mandates that environmental impacts be considered when undertaking federal actions.**

## NEPA

- As part of the NEPA review, environmental impacts are studied and weighed against the project's purpose and need.

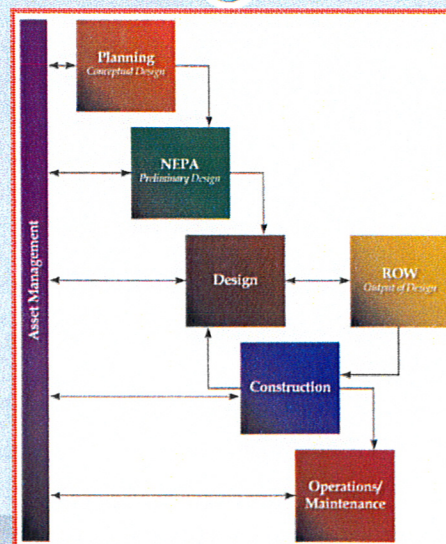




## NEPA

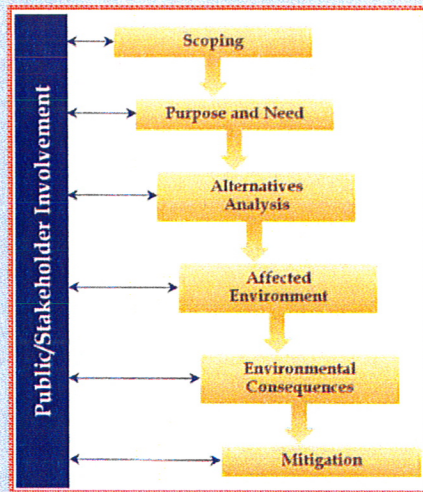
- A project may trigger a NEPA analysis when one of the following federal actions occurs:
  - A project receives federal funding;
  - A project requires federal permits or approvals;
  - A project involves federal lands and facilities.

## NEPA and Freight Projects





## NEPA Process Overview



## Public Involvement and NEPA

- Public involvement is a key component of the NEPA process.
- MDOT and CSX are committed to engaging the public throughout the development of this project:
  - Community Presentations
  - Project Website
  - Mailing List
  - Workshops for Candidate Sites
  - Public Hearing for NEPA Document



## NEPA Timeline

- Planning and conceptual design—Ongoing.
- Review Candidate Sites—To begin spring 2011.
- Conduct Public Workshops—Ongoing. To begin spring 2011.
- Begin NEPA Process—To begin summer 2011.
- Receive NEPA approval—TBD, but approximately 12 months after NEPA process begins.

## NEXT STEPS

### THREE UPCOMING PUBLIC WORKSHOPS

**Wednesday, April 20, 2011** 7-9pm  
**Beltsville Academy**  
4300 Wicomico Avenue  
Beltsville, Maryland 20705

**Thursday, April 21, 2011** 7-9 pm  
**Hebron-Harmon Elementary School**  
7660 Ridge Chapel Road  
Hanover, MD 21076

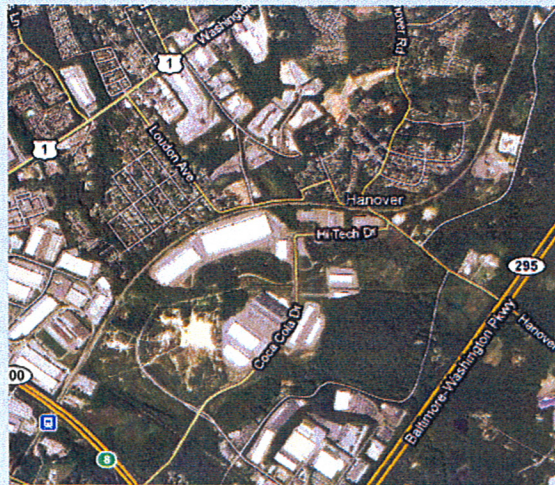
**Wednesday, April 27, 2011** 7-9pm  
**Elkridge Landing Middle School**  
7085 Montgomery Road  
Elkridge, Maryland 21075



# OTHER UPDATES

HOWARD COUNTY SCHOOL SYSTEM  
OXFORD SQUARE DEVELOPMENT

## Oxford Square





## CONCLUSION



- Questions
- Project Website:

[www.intermodal.maryland.gov](http://www.intermodal.maryland.gov)